

The China Mail.

Established February, 1845.

VOL XXXIX. NO. 6363.

號一月二十一年三十八百八千一英

HONGKONG, TUESDAY, DECEMBER 11, 1883.

日二十一年未癸

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. AZZAR, 11 & 12, Clement's Lane, Lombard Street, E.C.; GEORGE STREET & CO., 30, Cornhill; GORDON & GOTCH, Agents Office, E.C.; BATES & CO., 37, Walbrook, E.C.; SAMUEL DODSON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & POUJOULAT, 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 24, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BRAUCH, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore; C. HENSEN & CO., Manila.

CHINA.—MEXICO, MESSRS. A. A. DE MILLO & CO., Singora, Quilon & Co.; ANTON WILSON, NICHOLS & CO., Foochow, Ningpo, & Co.; Sanchow, Liya, Crawford & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO.

Intimations.

VICTORIA REGATTA.
TWENTY-EIGHTH MEETING.

FRIDAY AND SATURDAY,
14TH AND 15TH DECEMBER, 1883.

Patron.—His Excellency Sir George PERTHON BOWEN, G.C.M.G.

Vice-Patron.—His Excellency Vice-Admiral WILLIAMS, C.B., R.N.; His Excellency Major-General SARGENT, C.B.; The Honourable Sir GEORGE PHILLIPPO, Knt.; Commodore W. H. CUMMING, R.N.; and The Honourable W. H. MARSH, C.M.G.

Stewards.—Hon. F. B. JONES; C. VENIGENT SMITH, Esq.; A. MOLIVER, Esq.; R. E. TRACY, R.N.; Lieutenant COLONEL HOBSON, "The Buffs"; W. V. REYNERS, Esq.; and D. GILLIES, Esq.

Committee.—T. JACKSON, Esq. (Chairman); E. L. WOODIN, Esq.; W. H. F. DAEDY, Esq.; A. P. McEWEN, Esq.; R. K. LEIGH, Esq.; J. H. STEWART-LOCKHART, Esq. (Hon. Secretary); and H. R. COOMBS, Esq. (Hon. Treasurer).

Judges.—J. P. MC-EVAN, Esq., R.N.; and R. K. LEIGH, Esq.

Umpires and Starters.—Rowing, A. P. MC-EVAN, Esq., and E. L. WOODIN, Esq.

Yachting.—H. J. H. THIPEL, Esq.; Open Sailing Boats.—E. BURNETT, Esq.

Judge of Sailing Races.—Lieut. BALLERON, R.N.

FIRST DAY,

Friday, 14th December, 1883.

FIRST RACE.—1 p.m.—"Junior Sculls."

For Single Pair Sculling Boats. Entrance, 85. Distance, One Mile. Prize, "Brokers' Cup." Open to any one who has never won a Sculling Race in China or Japan.

SECOND RACE.—1.30 p.m.—For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, 81. First Prize, \$15; Second, \$5. Outrigged Boats excluded.

THIRD RACE.—2 p.m.—"The Chairman's Cup." For Four-Oared Canton Cutters. Distance, One-mile-and-a-half. Entrance, \$10.

FOURTH RACE.—2.30 p.m.—For Men-of-War's Gigs and Whalers. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time allowed for Oars,—6 seconds per Oar.

FIFTH RACE.—3 p.m.—"German Cup." To be rowed in Canton Fours. Distance, One Mile. Entrance, \$10.

SIXTH RACE.—3.30 p.m.—For House Boats

—Gigs pulled by Chinamen. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars,—6 seconds per Oar.

SEVENTH RACE.—4 p.m.—"Welsh Cup." For Four-Oared Canton Cutters. Distance, One Mile. Entrance, \$10.

EIGHTH RACE.—4.30 p.m.—For Merchant Vessels' Gigs. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars,—6 seconds per Oar.

NINTH RACE.—For Men-of-war's Boats, any rig. Entrance, \$2. First Prize, \$20; Second, \$10.

TENTH RACE.—For Whalers. Distance, One Mile. Entrance, \$10.

ELEVENTH RACE.—For Yachts Over 10 Tons. Entrance, \$5. Time for tonnage. Cup presented by the Victoria Recreation Club.

SECOND DAY.

Saturday, 15th December, 1883.

FIRST RACE.—1 p.m.—For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Winner of Second Race on first day, and Outrigged Boats excluded.

SECOND RACE.—1.30 p.m.—International Race, "Challenge Cup." For Four-Oared Canton Cutters. Distance, One Mile. This Cup to be won two consecutive years before being finally held. Entrance, \$10.

THIRD RACE.—2 p.m.—For House Boats

—Gigs pulled by Chinamen. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Time for Oars,—6 seconds per Oar.

FOURTH RACE.—2.30 p.m.—"American Cup." To be rowed in Canton Fours. Distance, One Mile. Entrance, \$10.

FIFTH RACE.—3 p.m.—For Men-of-War's Cutters. Distance, One Mile. Entrance, \$1. First Prize, \$20; Second, \$10. No time allowed for Oars.

SIXTH RACE.—3.30 p.m.—"Ladies' Purse."

—For Four-Oared Canton Cutters. Distance, One Mile. Entrance, \$5.

SEVENTH RACE.—4 p.m.—To be rowed in

—5 or 6-Oared Royal Naval Gigs or Whalers, by Officers of H. M.'s Fleet in harbour. Cup presented by the Members of the Hongkong Club. Time for Oars,—6 seconds per Oar.

FOURTH RACE.—2.30 p.m.—"American Cup." To be rowed in Canton Fours. Distance, One Mile. Entrance, \$10.

FIFTH RACE.—3 p.m.—For Men-of-War's Cutters. Distance, One Mile. Entrance, \$1. First Prize, \$20; Second, \$10. Time for Oars,—6 seconds per Oar.

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EIGHTH RACE.—4.30 p.m.—"Members' Cup," presented by Members of the Victoria Recreation Club. For Four-Oared Canton Cutters. Distance, One-mile-and-a-half. Entrance, \$10. Winner of "The Chairman's Cup" on first day, and Outrigged Boats excluded.

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For Sale.

MacEWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSIONER),
ARE NOW LANDING
FROM AMERICA.

CALIFORNIA

RAKKE'S BISCUITS in 5 lb.
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small HOMINY.

Cracked WHEAT.

OATMEAL.

CORNMEAL.

TOPCAN BUTTER.
Apple BUTTER.

Eastern and California CHEESE.

Prune PLUMS and BACON.

Eagle Brand Condensed MILK.

Family BEER is 25 lb. cans.

Beau Ideal SALMON in 5 lb. cans.

Cutting's Dessert FRUITS in 2½ lb. cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage MEAT.

Snuffed PEPPERS.

Assorted SOUPS.

Richardson & Robins's Celebrated Potted MEATS.

Lunch HAM.

Lam's TONGUES.

Clam CHOWDER.

Fresh OREGON SALMON.

Dried APPLES.

TOMATOES.

SUCOTASH.

Maple SYRUP.

Golden SYRUP.

LOESSERS.

OYSTERS.

HONEY.

Assorted JELLIES.

Green CORN.

FAIRBANKS' SCALES.

400 lb. Capacity.

600 lb. "

900 lb. "

1,200 lb. "

CORN BROOMS.
OFFICE HIGH CHAIRS.
AXES and HATCHETS.

AGATE IRON WARE.

WAFFLE IRONS.

SMOOTHING IRONS.

PAINTS and OILS.

TALLOW and TAR.

VALENTINES.

DEVÖE'S NONPARIEL

BRILLIANT

KEROSINE OIL,

150° test.

Ex late Arrivals from

ENGLAND.

A LARGE ASSORTMENT OF
S T O R E S ,
including:

CHRISTMAS CAKES.

PLUM PUDDINGS.

MINCEMEAT.

ALMONDS and RAISINS.

Crystallized FRUITS.

TENNISON'S DESSERT FRUITS.

Pudding RAISINS.

Late UGURNS.

Fine YORK HAMS.

PICNIC TONGUES.

PATE DE FOIE GRAS.

SAVORY PATES.

FRENCH PLUMS.

BRAWN.

INFANTS FOOD.

CORN FLOUR.

SPARTAN

COOKING STOVES.

HITCHCOCK HOUSE LAMP.

PERFECTION STUDENT LAMP.

CLARETS—

CHATEAU MARGAUX.

CHATEAU LA TOUR, pints & quarts.

RIES GRAVES, "

BREAKFAST CLARET, "

SHERRIES & PORT—

SAUCCON'S MANZANILLA & AMON-

TILLADO.

SAUCCON'S OLD INVALID PORT
(1848).

HUNF'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 3-star HENNESSY'S BRANDY.

BISQUIT DUROCHER & CO.'S BRANDY.

FINEST OLD HOUILLON WHISKY.

KIRKLAND'S LI WHISKY.

ROYAL GLENDEFEND WHISKY.

BOONE'S OLD TOM.

E. & J. LEWIS'S IRISH WHISKY.

Ross' LIME JUICE CORDIAL.

NOHLYN PATR & CO.'S VERNOMOUTH.

CHAMPEAUX'S GINGER BRANDY.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURECA.

ANGOSTURA, BAKER'S and ORANGE

BITTERS,

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogsheads.

SPECIALLY SELECTED

G I A R S.

Fine New Season's CUMSHAW TEA, in
5 catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MUNIER'S PATENT FIRE-PROOF
SAFES, CASH and PAPER
BOXES, at Manufacturer's Prices

Hongkong, December 1, 1883. 1043

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH to NEW YORK, via
OVERLAND RAILWAYS, and TOUCHING
AT YOKOHAMA, and SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
TOKIO will be despatched for San
Francisco, via Yokohama, with the option
of calling at Honolulu, on Friday,
the 14th December, at 3 p.m., to take Pass-
enger and Freight, for Japan, the inland
and coastal Cities of the United States, via
Overland Railways, Havana, Trinidad,
and Demerara, and to ports in Mexico, Central
and South America, via the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
English, French, and German Lines of Steamers.

Return Passage—Passengers, who have
paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Return
Passage Tickets, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to Europe.

Flight will be received on board until 4
p.m. on the 13th Dec. Parcel Packages
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 503, Queen's Road Central.
F. E. FOSTER,
Agent.

Hongkong, December 3, 1883. 1053

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUZU, ISMAILIA,
PORT SAID, SYRIAN PORTS,
NAPLES, MARSEILLE, AND PORTS
OF BRAZIL, AND LA PLATA;

Also

B O M B A Y.

ON TUESDAY, the 18th December,
1883, at Noon, the Company's
S. S. NINH, Commandant LEQUERIE,
with MAIRS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted
in transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted until
Noon of 17th December.

Cargo will be received on board until 4
p.m., Spades and Parcels until 3 p.m. on
the 17th December. (Parcels are not to be
sent on board; they must be left at the
Agency's Office.)

Contents and value of Packages are
required.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, December 6, 1883. 1070

NOTICE.

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Messrs. Admaston Hall & Co., the local agents, have just supplied us with a short calendar for 1884 issued by the Fire Insurance Association, Limited; and Messrs. Douglas Lupton & Co., the agents, have furnished us with one issued by the Liverpool, London and Globe Insurance Company.

No less than 1,500 more Chinese troops passed through the harbour to-day on their way to Canton from the North, 800 of them being on board the Chinese steamer *Fung-shun*, from Chinkiang, and the remaining 700 on board the Chinese steamer *Teng-ching*, from Shanghai. Somewhere about 7,000 troops have now been sent down from the North to Canton in this way. The question is, whether they are intended for use at Canton, or across the borders in Tonquin.

A detachment of the battery of Artillery stationed here had another gun practice this morning. At 9 a.m. the men fell in, under command of Major Nash and Lieutenant Brownlow, and took away the 7th mountain battery to a spot on the Praya, just past Bolcher's Point. A target was moored at 1,000 yards range, and had soon a warm salvo, the four guns firing thirty-five rounds each of plumb and live shell. At first the day was calm, but as firing proceeded, a breeze sprang up. Despite this, however, the results of the practice were satisfactory. The men returned to the barracks at half-past one. Another practice will take place to-morrow.

In the Temperance Hall last night, the God Temples held their first quarterly social public meeting. After the members of that Order, with a number of friends, had partaken of an excellent tea, purveyed by Mr. Fugit, the Manager of the Hall, a musical entertainment was proceeded with. Bro. Sergeant-Major Gleeson occupied the chair. He opened the proceedings with a few remarks on the object of the meeting: The programme, consisting of capital and well-known songs, recitations, glee, and instrumental music, was then proceeded with. The various performers acquitted themselves very creditably, and their efforts to please were greatly appreciated by the audience. Great credit is due to Mr. Charles Howard, who by his several performances gave the proceedings a most enjoyable character, and it is to his endeavours, in a large measure, the success of last night's meeting is due.

The letter from Father Berthon, which we publish in our correspondence column, has nothing whatever to do with the *China Mail*, but we give it publicity because he particularly requests us to do so in the course of his communication. Not are we sure that it has, anything but a very remote application to the *China Mail*. It seems that the Editor of the *Chinese Mail* extracted the article complained of by Father Berthon from the *Hu Pao*, a Chinese paper published at the office of the *North-China Daily News*. In publishing this extract the Editor of the *Chinese Mail* actually added notes, stating he disbelieved the whole story. The thanks of Father Berthon, instead of his complaints, are therefore due to the Editor of the *Chinese Mail* for throwing discredit on the statements in the extract, and if Father Berthon has a bone to pick with any newspaper men over this story, it is with the Editor of the native paper in Shanghai. The following is the extract complained of:

The Chinese Correspondent of the *Hu Pao* writes from Canton the following news of the truth of which he vouches for, being an eye-witness of the proceedings:—“Within the Little North Gate there live a considerable number of natives, all of whom are members of the Roman Catholic Faith. During the beginning of the 10th moon, the Brigadier General commanding the garrison of Canton, took a number of troops and searched the house of those converts for firearms, etc., and the result showed that there was good reason to do so, as a considerable number of weapons were discovered, as well as a large quantity of gunpowder. Forty men were arrested and taken to the Yamen of the Brigadier General, whose name, by the way, is Chung. Proceedings were immediately commenced, and the evidence of all the criminals tended to the same story, namely: that they were to hold themselves ready to rise in the city the moment a French army besieged Canton, and thus deliver the city to the enemy; that their number was somewhere over 2,000 men; that they were to be led by Frenchmen; and that all the firearms, etc., discovered had been supplied by the French.” While the trial was going on, certain French priests arrived at the Yamen, and offered to help the criminals. This the Brigadier General refused, and ordered the priests to go and see the Vice-roy, H. E. Chang Shu-sheng, about the matter. The *Hu Pao* also goes on to state that certain Cantonese gentlemen here have also received letters from their homes which go far to corroborate the statement of the Correspondent. Moreover, a certain military officer of the ranks of General who passed through this place on his way from Canton to Hankow on official business, also spoke about the matter referred to above.

The *Panama Star and Herald* says that some time ago, when entering the bay, the Pacific Steam Navigation Company's steamship *Colombia* was struck by lightning. The vessel was not injured, as the conduct on the forecastle conveyed the fish into the sea, but the forward part of the vessel was so powerfully magnetized by the current that alterations will have to be effected. When running on certain courses the compasses are untrustworthy, and the movement of the wheel is sufficient to detect them. Captain Bas, who is now in command of the *Colombia*, believes the steering chain and the wheels they travel upon, have been magnetized by the electric current, when the vessel reaches China they will be changed. The magnets on board were all demagnetized, and reduced to the condition of ordinary iron. The circumstance is rare, if not entirely new, and will attract the attention of seamen.

The Baltimore Sun says:—“China's foreign trade for 1882 was \$160,000,000, of which England's share was \$65,000,000, or, if we add to this the value of the trade with Hongkong, India, the Australian and other British colonies, the total British trade comes to \$187,000,000, quite three-fourths of the whole trade of China. The United States comes next in order, with a trade of \$10,000,000, while the whole of continental Europe, Russia excepted, is put down at only \$15,000,000. Russia, however, China amounted to about one-fourth of the last-mentioned sum. As to shipping of the 17,389,852 tons which entered and cleared the various ports in 1882 there were under the British flag as many 10,814,700 tons, while only 1,724,671 were Chinese. The Chinese themselves had a total tonnage of ships and junks of 5,589,000 tons. Thus it appears that if France has little to gain by war with China, the British empire has much to lose.”

A PERSON of good address, representing himself as Mr. R. T. Gun, a stranger at Singapore, believed to be an American, has played a pretty sharp trick upon Messrs. Kutz Brothers. He went there and made numerous purchases of champagne and beer, and asked that they be sent over with the bill, presented. He, however, told the Tamky it was too late for him to draw any money, and gave him a note, “Please call to-morrow, a.m.” telling the Tamky to call about fifteen times. On going as directed, it was found the bird had flown, it was said by the hotel people to Batavia by the Zemine, he having gone on board at 8 o'clock yesterday evening. The manager of the firm at once went to the Messengers Office, but he was too late, the steamer having been despatched and the office closed. We have not yet learnt whether he succeeded in cheating any one else in like manner, and only give this instance for the benefit of our Batavia friends. *Straits Times*.

An Indian paper says that during the year 1882 there were 19,510 people killed by snakes and 2,600 by wild animals in India, as compared to 18,070 by snakes and 2,757 by wild animals in the previous year. The number of wild animals destroyed in 1882 was 18,691, and in 1882, 15,379; and of snakes, 322,261 in 1882, and 354,068 in 1881. The cost to Government, in payment of rewards was in 1882, Rs. 1,41,663-0-10 and in 1881, Rs. 1,02,810-14-3. The number of cattle destroyed by wild animals and snakes res in 1882 to 46,707 as compared to 43,609 in preceding year, the money loss to the cultivators last year, valuing the cattle all round at Rs. 20 per head, being Rs. 3,44,140. The greatest loss of human life in 1882 occurred in Bengal and the North-West Provinces, where 16,331 persons were killed and the heaviest loss in cattle was in the Madras Presidency (6,703 head). Of the human victims, 10,519 out of the total of 22,125 were killed by snakes, 395 by tigers, 278 by wolves, and 207 by leopards, 1,037 deaths being occasioned by “other animals,” 359 by jackals, and 202 by alligators. From some districts no details are supplied. Tigers, leopards, and wolves were the most destructive to cattle, the degradations of these animals accounting for 40,783 deaths out of the total of 46,707.

Here follow are the names of passengers booked for the Far East:

For F. and O. steamer *Australia*, from London, Nov. 7.—To Yokohama: Mr. Haywood, Misses (2) Haywood, Rev. J. L. and Mrs. Atkinson and three children, Mr. W. J. Lake, Mr. S. J. Keds, Mr. Parfitt and Billie Bonka; Mr. D. Lyon Morris, Mr. B. H. Hester, To Shanghai: Miss Livingston, on the portmarked “C,” where he is obliged to have been first seen by the *Peking* and is in accordance with what I have already pointed out, the bearings of the *Peking* and the *Mount Lebanon* would put her over the North, or East, bank of the river, quite out of her course, supposing she was going to make for the tide pole. It is quite possible that the *Peking* might have got into this position, but it is so improbable that she should require such more clear and reliable evidence upon the part of the *Mount Lebanon* to induce me to believe against the *Peking* where she was reported to have been. Was there any risk of the *Peking* going ashore if she reversed? No, her steerage is clear of the land, and immediately on the ship getting shore, way, the engines would have been stopped. With regard to the *Mount Lebanon*, I consider that before she threw her head to starboard, the ship was in a perfectly safe position, and she would have passed clear of each other. The *Mount Lebanon* was the first cause of the collision by throwing herself across the bows of the *Peking* on their starboard bow, and subsequently, that they saw the red light so close that collision was imminent. She should not consider the *Mount Lebanon* free from blame. The *Mount Lebanon*, was, according to the case set up for her, proceeding up the river at a speed of 2 to 3 knots, in charge of a steam launch lashed on her port side, on a flood tide. It was more important, therefore, that she should have kept to her outside of the channel than if she had been really a steamer, for, although undoubtably had the effect of throwing her head to port much more than the master of the *Mount Lebanon* was willing to admit, but as I consider the *Peking* was not justified in deliberately running across the bows of the *Mount Lebanon*, and as I consider the *Peking* had sufficient time to comply with article 18 of the regulations and that if she had taken the proper steps she might have avoided the collision altogether. I must hold both vessels to blame. I have not taken any notice of the alleged breach of regulations in respect of lights as contained in article 4, as it was admitted that that breach could by no possibility have caused the collision. It was contended that article 21, as to a narrow channel, would not apply to the Canton river, and that if it did it could not be insisted on as it had not been alleged in the pleading that the *Mount Lebanon* was to blame for being on the wrong side. In the view I have taken of the circumstances attending the collision, it is unnecessary for me to notice these points. I think it right, however, to state that in my opinion the regulations are binding on English vessels, and vessels belonging to the foreign nations mentioned in the second schedule to the Order in Council in all parts of the world and they apply to such vessels in the Canton river as much as they would apply to vessels in the Thames. If no special regulations had been made by competent local authority, it is intended to bring any particular case within any of the exceptions contained in articles 21, 23, or 25, the burden of proof is, in my opinion, on the vessel setting up the exception and this seems to have been so decided in the case of the *Conqueror* (L.R., 1 app., cas. 93). Both vessels having been held to blame the master may now be referred if the parties desire it to the Registrar and merchants to ascertain the amount of damage which each vessel received, in accordance with the Admiralty rules in this respect.

Mr. Francis appeared for the *Peking*, and Mr. Wise for the *Mount Lebanon*.

Police Intelligence.
(Before Capt. H. G. Thoinett, R.N.)
Tuesday, Dec. 11.

REPEAL OF THE "PEKING" & THE "MOUNT LEBANON" & THE "TENG-CHING".

His Lordship delivered the following judgment this forenoon:—

These were cross actions brought by one vessel against the other, from damage resulting from collision, and were consolidated by consent, in order to save the expense of trying them separately. The collision occurred in the Canton River about 2.17 a.m. on the morning of the 18th of September. It was agreed by both parties that it was a fine, calm, moonlight night. The *Mount Lebanon*, a sailing vessel, was going on the river on the flood tide without any sail set, and was lashed alongside her port quarter, when the motive power of steam lashed, which besides this, the damage done to the vessel corresponds to the description of the river in which the collision occurred, and so do the movements of the vessels after the collision. The evidence given by Captain Nelson and his witnesses is by no means satisfactory, as there were numerous contradictions in it. Besides this, according to the evidence given on the part of the *Mount Lebanon*, the *Peking* was in a position immediately before the collision when she had no object in being completely out of her course and in the track, as the witnesses for the *Mount Lebanon* themselves say, of all the lamps on the river, both going up and coming down; and if the *Peking*'s course was altered in the manner alleged by those on board the *Mount Lebanon*, it could have been altered to the extent mentioned with no other object than that of unnecessarily crossing the bows of

the *Peking*. The helm of the *Peking* was immediately ported and the moment after the jibboom of the *Mount Lebanon* first came into contact with the *Peking*. According to the statements made in the preliminary act put in on the part of the *Mount Lebanon*, the *Peking* was first seen by the *Mount Lebanon* about one mile distant and bearing about two points on the starboard bow. The main-head and green light were seen and then, afterwards all three lights were seen and then, the red and mast-head lights only. The stem whistle of the launch was blown three times, and, when the collision was imminent, the engines of the steam launch were stopped and reversed full speed. In the petition, the preliminary act, put in on the part of the *Peking*, is somewhat enlarged upon and the following account is given of the collision:—According to the statements made, the *Peking* left Canton on the 16th September, having on board a licensed pilot, one Theodore Wm. Drewes, who took charge of the navigation of the vessel. At about 2 a.m., it being nearly slack water, the *Peking* was abreast of the Whampoa Beacon, going down the river at the rate of about 9 knots; about 19 minutes later 2 red lights and one white light were seen to the S.E., about a point on the port bow, and distant about 14 miles. That these lights turned out to be the lights of the *Mount Lebanon* coming up the river in tow of a steam launch. Upon seeing the lights the helm of the *Peking* was put to port, half a point, thus bringing the lights of the *Mount Lebanon* on the leeward side of the port bow, and distant about 2 to 3 points on the port bow, and distant about 14 miles. The *Peking* proceeded on her new course for about five minutes longer, heading now S.E. by S., by steering compass, and on such a course that the two vessels could have passed each other in perfect safety but for an improper maneuvre on the part of the *Mount Lebanon*. That the *Mount Lebanon*, when at a distance of about 2 cables length from the *Peking* and bearing from 2 to 3 points on the port bow, reversed and started to starboard, showing her green light and steered a course right across the bows of the steamer. The helm of the *Peking* was at once stopped and reversed, and at 2.20 a.m. the *Peking* was stopped and anchored. In the reply it is set out more fully than in the preliminary act of the *Mount Lebanon*’s account of the collision. It is alleged that on the 18th Sept. the *Mount Lebanon* was proceeding up the Canton River with a flood tide, on her way to Whampoa, when a steam launch, which was lashed to the *Mount Lebanon*’s port quarter, that about 2.25 a.m. the *Mount Lebanon* was opposite Escape Creek, some distance below the fishing stakes, when a green light was seen by those on board, about one mile distant and about two points on the starboard bow, which turned out to be the light of the *Peking*. That a few minutes afterwards the *Peking* ported and showed her stern lights. The whale of the steam launch was blown three times at short intervals. The *Peking* continued to port until she had shot out her green light, and the master of the *Mount Lebanon*, seeing that the *Peking* was coming right across the bows of the *Mount Lebanon*, and that a collision was imminent, gave orders for the engine of the steam launch to stop and go full speed astern, but that she immediately struck her with her port side from about midships, and doing damage to her starboard bow, and her green. Two more important accounts of the circumstances attending the collision, it is almost impossible to compare, and in endeavouring to get the true state of the facts, I have to lament to adopt Lord Chalmers' maxim, that “he who is not a party to the case is not fit to judge it.” The great difficulty which is imposed upon me in this as in most cases of collision is to decide between the conflicting and contradictory evidence of the parties. In most collision cases it is perhaps unavoidable. The great generally takes place suddenly and unexpectedly. In the midst of the hurry, confusion and alarm, which it ordinarily occasions, there is no opportunity for calm observation of what is occurring, and when afterwards an endeavour is made to recall the circumstances in their minutest details, the sudden and hasty view of them which alone was possible, together with the natural bias of the human mind to put unfavourable construction upon its own acts, combine to present to the parties opposite impressions, which they believe to be recollections of the different occurrences. These observations will tend to remove from the witnessess in most of these cases the imputation of deliberately giving a false account of what passed before the eyes, but the result is often no less embarrassing and perplexing to those who have to find their way to the truth through the conflict and contradiction of the evidence. “The evidence in this case, however, is like the pleadings, so entirely opposite in its nature that it is difficult to resist the conclusion, after making all due allowance for the circumstances usually attending a collision, that one side or other must have wilfully misrepresented facts. Assisted by the Nautical Assessor, I had the opportunity, in addition to the oral evidence given on both sides, of having the *Peking* run into the *Mount Lebanon*, striking her with her port side from about midships, and doing damage to her starboard bow, and her green. 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THE CHINA REVIEW.
PUBLISHED BI-MONTHLY,
TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries in China and Japan," has reached its Twelfth Volume. The Review discusses those topics which are important in the minds of students of the "Far East," and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of Old Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China, etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review, care of China Mail Office."

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Fitch, Brischneider, Hirth, and Hance, Professor Legge, and Messrs. Balfour, Watters, Stent, Phillips, McLachlan, Groot, Jamison, Faber, Kopack, Parker, Phayiar, Giles, and Piton—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

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"This number contains several articles of interest and value."—North-China Herald.

"The China Review for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsch, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Han," and the Notes and Queries are as usual very interesting."—North-China Daily News.

"A substantial and reliable Review which all students of China and the Chinese would do well to patronize."—Chrysanthemum.

The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries.

M. E. H. Parker's "Short Journeys in Western Borneo and Java" might appropriately have been placed under a separate heading, complete this number."—U.K. Daily Telegraph.

Trübner's Oriental Record contains the following notice of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social development, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors.

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-wo, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Querries" are destined to find a place in these pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

N O W R E A D Y .

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Commercial Papers signify such papers as those written by Hand, do not bear the character of an act or personal correspondence, such as invoices, deeds, copies of music, &c. The charge on them is the same as for books, but whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, N. America, Mexico, Salvador, Brazil, Peru, Chile, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Holland, Berbuda, Labrador, Hawaii, and all the Danish, French, Netherlands, Portuguese, and Spanish Colonies.

Countries not in the Union.—The chief Countries not in the Union are the Australian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per $\frac{1}{2}$ oz.
Post Cards, 3 cents each.

Registration, 10 cents.
Newspapers, 2 cents each.

Books, Patterns and 2 cents per 2 oz.

Com. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Galle, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

LOCAL POSTAGE.

General Local Rates for Hongkong, Macao, Shantung, Canton, and the Philippines, per two oz.

Letters, 1 cent.
Post Cards, 1 cent.
Registration, 1 cent.
Newspapers, 1 cent.

Books, Patterns, 2 cents.
Com. Papers, 2 cents.

Four Coolies, \$1.00.
Three Coolies, 85 cents.
Two Coolies, 70 cents.

Return (direct or by Poh-fu Lam).

Four Coolies, \$1.50.

Three Coolies, 1.20.

Two Coolies, 1.00.

To VICTORIA PEAK.

Single Trip.

Four Coolies, \$0.60.
Three Coolies, 50 cents.
Two Coolies, 40 cents.

Return (direct or by Poh-fu Lam).

Four Coolies, \$1.50.

Three Coolies, 1.20.

Two Coolies, 1.00.

To VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).

Single Trip.

Four Coolies, \$0.60.

Three Coolies, 50 cents.

Two Coolies, 40 cents.

Return (direct or by Poh-fu Lam).

Four Coolies, \$1.00.

Three Coolies, 85 cents.

Two Coolies, 70 cents.

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip } Peak, \$0.75 each Coolie (12 hours). Gap, \$0.50 each Coolie.

If an Extra Coolie is employed, there will be an addition of half the above scale to pay. Nothing in this scale prevents private agreements.

Licensed Bearers (each).

Hour, 10 cents.

Half day, 35 cents.

Day, 60 cents.

BOAT AND COOLIE RATES.

1st Class Cargo Boat of 8 or 900

picks, per Day, \$3.00.

1st Class Cargo Boat of 8 or 900

picks, per Load, 2.00.

2nd Class Cargo Boat of 600

picks, per Day, 2.50.

2nd Class Cargo Boat of 600

picks, per Load, 1.75.

3rd Class Cargo Boat or Ha-kau Boat of

300 picks, per Day, 1.60.

3rd Class Cargo Boat or Ha-kau Boat of

300 picks, per Load, 1.00.

3rd Class Cargo Boat or Ha-kau Boat of

300 picks, Half Day, 50.

Sampans.

or Pullaway Boats, per Day, \$1.00.

One Hour, 20 cents.

Half-an-Hour, 10 cents.

After 6 p.m., 10 cents extra.

Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.

One Day, 33 cents.

Half Day, 20 cents.

Three Hours, 12 cents.

Half Day, 5 cents.

Half Hour, 3 cents.

Nothing in the above Scale, to affect private agreements.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

- From Green Island to the Gas Works.
- From Gas Works to the P. and O. Co.'s Factory.
- From P. and O. Co.'s Factory to the Harbour Master's Office.
- From Harbour Master's Office to the P. and O. Co.'s Office.

Section.

- From P. and O. Co.'s Office to Pedder's Wharf.
- From Pedder's Wharf to the Naval Yard.
- From Naval Yard to the Pier.
- From Pier to East Point.

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM, WATER.

WHAMPOA.

Fleet's Name. Pts & St. Description.

Jacquin St. Idouc Fch. bgs.

CANTON.

Fookang Brit. stn. Shanghai

Fungshun Chn. stn.

Poo-chu Chn. stn.

Yungching Chn. stn.

AMOY.

In port on December 3, 1883.

B. H. Steenkens Gen. bgs.

Batavia Brit. bgs.

Benedict Ger. bgs.

Centaur Ger. bgs.

Chloris Ger. bgs.

Faith Balang Gen. sm. sc.

Formosa Brit. sm. sc.

Glenary Ger. bgs.

John Carl Ger. bgs.

Kristian Nilsson Amer. bg.

Kyl. Amer. bg.

Louise Amer. bg.

Morris Amer. bg.

Oscar Mooyer Amer. bg.

Pelham Peter Brit. bgs.

Peter Gen. sm. sc.

Queen of India Brit. bgs.

Sophia Amer